

NATIONAL TRANSPORTATION SAFETY BOARD

----- :
IN RE: :
 :
THE EL FARO INCIDENT OFF : NTSB Accident No.
THE COAST OF THE BAHAMAS ON : DCA16MM001
OCTOBER 1, 2015 :
 :
----- :

Interview of: LTJG [REDACTED] [REDACTED]

Friday,
December 4, 2015

Residence Inn
Jacksonville, Florida

BEFORE:

CARRIE BELL, NTSB

This transcript was produced from audio
provided by the National Transportation Safety Board.

APPEARANCES:

On Behalf of the U.S. Coast Guard:

LCDR [REDACTED] [REDACTED] U.S. Coast Guard
Prevention Division
Eighth Coast Guard District
500 Poydras St
New Orleans, LA 70130
504-671-2105

KEITH FAWCETT
U.S. Coast Guard

On Behalf of TOTE Services:

LEE PETERSON
Director, Marine Safety & Services
TOTE Services
10550 Deerwood Park Blvd, Suite 602
Jacksonville, FL 32256
904-248-4700

MELISSA SERRIDGE, TOTE Services

On Behalf of NTSB:

MIKE RICHARDS

PRESENT ON BEHALF OF THE INTERVIEWEE:

LCDR [REDACTED] [REDACTED] USCG

P-R-O-C-E-E-D-I-N-G-S

12:20 p.m.

MS. BELL: Good morning. I guess it's afternoon. I'm Carrie Bell. I am an investigator with the NTSB and I am the Human Performance Group chairman for this accident.

Today is the fourth of December. It is 12:20 p.m. and we are in a Residence Inn in Jacksonville, Florida.

We are interviewing Lieutenant JG [REDACTED] [REDACTED] Ms. [REDACTED] can you spell your last name for us for the record?

LTJG [REDACTED] It's [REDACTED].

MS. BELL: Thank you. And also present in the room today?

MR. RICHARDS: Mike Richards, NTSB, Meteorology Group chair.

MR. PETERSON: Lee Peterson, TOTE party coordinator.

MS. SERRIDGE: Melissa Serridge, HR manager and member of the Human Performance Group.

LCDR [REDACTED] [REDACTED] [REDACTED] with the Coast Guard.

MR. FAWCETT: Keith Fawcett, Coast Guard. I work with Carrie's Human Performance Group.

NEAL R. GROSS

COURT REPORTERS AND TRANSCRIBERS
1323 RHODE ISLAND AVE., N.W.
WASHINGTON, D.C. 20005-3701

(202) 234-4433

(202) 234-4433

1 LCDR [REDACTED] And Mark [REDACTED] chief
2 of the inspections division at Sector Jacksonville.

3 MS. BELL: Thank you. So, I just wanted to
4 give you just a quick background. I know you've heard
5 this before because this is your second interview, but
6 we are not part of the Department of Transportation or
7 the Coast Guard.

8 We don't have any regulatory or enforcement
9 powers. The purpose of the investigation is to
10 increase safety, not to assign fault, blame, or
11 liability.

12 We cannot offer any guarantee of
13 confidentiality or immunity from legal or license
14 actions.

15 We would like to record the interview if
16 you're okay with that to ensure an accurate record. Do
17 you object to this?

18 LTJG [REDACTED] No.

19 MS. BELL: And we will send you a transcript
20 once we're finished like we've done before so you can
21 review it. And if there's anything you think needs to
22 be -- if there is a mistake or something, that you can
23 correct that. And that will be done before it goes
24 into the public docket.

25 You're allowed to have one representative if

1 you choose to do so, and you have chosen to do so. You
2 can converse with him if there's anything that you have
3 questions about off the record before you answer a
4 question if you need to do that.

5 We'd like to advise you to answer all the
6 questions to the best of your recollection. If you
7 don't understand a question feel free to ask us to
8 repeat it or clarify it in some way.

9 If there's anything that was misstated and
10 you want to modify that you're welcome to do that as
11 well.

12 So, if there aren't any questions we'll go
13 ahead and get started. Any questions?

14 LTJG [REDACTED] No, ma'am.

15 MS. BELL: Okay. So, I know this is your
16 second interview so I don't want to belabor what you've
17 already told us about your background so I won't go
18 through all of that.

19 I'd like to just start with the specific
20 voyage when you were aboard the El Faro. Could you
21 tell us why you were sent there and your duties onboard
22 the ship?

23 LTJG [REDACTED] I was sent there for
24 basically a shipboard indoctrination program. As part
25 of my inspections apprentice duties we always go

1 onboard for a ship ride. So we had an agreement with
2 TOTE and that's why we've been going out on the El Faro
3 and the El Yunque in the past.

4 So, my duties onboard was basically to just
5 soak up as much information as I could about shipboard
6 life and what people onboard do on a daily basis so
7 that it could make me a better inspector in the long
8 run.

9 I had a -- like a workbook of questions that
10 I had to get answered, or tasks that I needed to
11 complete which I sent into the Board.

12 But also, so we did some engine room
13 observations and rounds in the engine room. And then
14 we also did bridge work and then worked with the deck
15 department as well.

16 MS. BELL: Okay. And when did you go
17 onboard? Do you recall?

18 LTJG [REDACTED] Oh, the first day was May 21,
19 I believe. And it was for two weeks. The exact dates
20 were in my last interview.

21 MS. BELL: Yes, they are. Thank you.

22 LTJG [REDACTED] I don't remember. But I
23 think it's May 21.

24 MS. BELL: Okay. So, one of the things
25 we're really trying to understand more about is the

1 crew interactions, and interpersonal relationships, and
2 how everybody works together.

3 And we understand that you don't have, you
4 know, shipboard -- you're not an expert in shipboard
5 operations or anything like that.

6 But we just kind of want to understand your
7 appraisal of the crew members and how they worked
8 together and things of that nature. So that's kind of
9 where we're focusing our effort today.

10 LTJG [REDACTED] Okay.

11 MS. BELL: So, if you could first -- do you
12 recall who the captain was?

13 LTJG [REDACTED] Mike Davidson.

14 MS. BELL: And what about the chief mate?

15 LTJG [REDACTED] Chief mate was Raymond
16 Thomas.

17 MS. BELL: Thompson?

18 LTJG [REDACTED] Thompson.

19 MS. BELL: Okay. Second mate?

20 LTJG [REDACTED] Danielle Randolph.

21 MS. BELL: And third mate?

22 LTJG [REDACTED] Alex -- I'm forgetting his
23 last name.

24 MS. BELL: We can -- I don't think I need it
25 right now.

1 So, what about the chief engineer?

2 LTJG [REDACTED] Richard --

3 MS. BELL: Pusatere? Okay. And were any of
4 those people are you aware were on the El Faro?

5 LTJG [REDACTED] They were all on. Except for
6 Alex. The chief mate and the third mate were not
7 onboard.

8 MS. BELL: Okay. Thank you. Can you
9 describe your first interaction with the captain when
10 you came aboard?

11 LTJG [REDACTED] We had -- myself and one of
12 my petty officers checked in with him when we first got
13 onboard. He welcomed us onboard.

14 We filled out all the in-dock paperwork. He
15 told us that they were going to be at our disposal for
16 any questions and that he would help us do whatever we
17 needed.

18 And so he had the chief mate show us to our
19 rooms and we unpacked our stuff. The first day was
20 kind of hectic because it was cargo ops. So we kind of
21 stayed out of the way. But he was very welcoming.

22 MS. BELL: And when you said that they would
23 be at your disposal who was he referring to?

24 LTJG [REDACTED] The crew.

25 MS. BELL: Okay. So, did he help you set up

1 any kind of a schedule for what you would do while you
2 were onboard?

3 LTJG [REDACTED] We initially asked that --
4 the workbook lays out a guideline of different watches
5 you should stand. But since we were doing an
6 abbreviated schedule with it only being two weeks
7 instead of a month we asked him if there was anything
8 specific -- any schedule he wanted us to maintain, or
9 if we could just pick and choose what we wanted to do.

10 And we chose to basically work from the
11 moment we woke up to bedtime to kind of get a broad
12 range of everything. But we didn't stand specific
13 watches. We kind of just jumped around. That way we
14 could follow all the different crew members.

15 And I didn't want to disturb them overnight
16 either so I just felt like it was better to kind of
17 train all day.

18 And he said whatever we wanted to do would
19 be fine.

20 MS. BELL: Okay. So, like I said, I kind of
21 want to just hear your own appraisal of the officers
22 aboard.

23 So, we'll start with the chief engineer.
24 We'll start from the engine room and move up to the
25 bridge. So, can you just give us your opinion,

1 appraisal of the chief engineer?

2 LTJG [REDACTED] The chief engineer was
3 amazing. He was probably besides Danielle because I
4 became friends with her, but the chief engineer was
5 probably the most excited to have us onboard.

6 He spent -- he really enjoyed teaching. So,
7 the engine room and particularly the steam ship was his
8 passion.

9 So, he would take us down in the engine
10 room. It's really loud down there so it's hard to
11 hear, but he spent so much time trying to educate us on
12 how the system worked, and every piece of machinery.
13 And he was always available for questions.

14 So, he -- I spent a lot of time with him.
15 And I thought he was fantastic, one of the best people
16 I've met.

17 MS. BELL: Okay. What about the other
18 people in the engine room?

19 LTJG [REDACTED] They were all welcoming. The
20 engine room was hard to learn because it was so loud
21 and so hot. But the second -- I worked a lot with the
22 second engineer Howie.

23 He was offgoing so we kind of gave him a
24 hard time because he was always like, oh, why are you
25 guys coming down now. Like I just want to stand my

NEAL R. GROSS

COURT REPORTERS AND TRANSCRIBERS
1323 RHODE ISLAND AVE., N.W.
WASHINGTON, D.C. 20005-3701

1 last couple of watches.

2 But he was very happy. He had worked his
3 way all the way up so he was a wealth of knowledge and
4 spent a lot of time talking to us about the different
5 pieces of the engine room and just his career in the
6 shipping industry.

7 MS. BELL: Okay. Anyone else in the engine
8 room?

9 LTJG [REDACTED] We worked with -- the other
10 one that took us around a lot was the third who is not
11 -- was not onboard at the time. But Mike Brennan.

12 And he showed us all -- particularly I asked
13 him to walk my other petty officer, the second --
14 because the first week was very intensive of me and
15 Petty Officer [REDACTED] going through everything.

16 So, the second week we had kind of gotten
17 all the basics. I asked the third if he would walk my
18 second petty officer through, like, the barebones of an
19 engine room because he was new.

20 So, he took him through every, like, process
21 and was really knowledgeable and kind of broke it down
22 into layman's terms.

23 And we talked to the first engineer a lot,
24 but he was a day worker so we didn't spend as much time
25 with him.

1 MS. BELL: Okay. So in general would you
2 say that you felt welcome in the engine room while you
3 were there?

4 LTJG [REDACTED] The engine room was very
5 welcoming.

6 MS. BELL: Okay. Great. So, let's talk a
7 little bit about on the bridge.

8 So, how about the third mate. Can you
9 describe the third mate?

10 LTJG [REDACTED] The third mate was also a
11 really wonderful teacher. He took a lot of pride in
12 his job. This was Alex.

13 MS. BELL: Oh, okay.

14 LTJG [REDACTED] He was the one that gave us
15 the whole safety tour that lasted about -- the three-
16 hour safety tour of everything onboard the ship.

17 And he would just -- he was very by-the-
18 book. I think he had recently graduated from school so
19 he was very knowledgeable about specific tasks and how
20 they were supposed to get done.

21 And he was teaching us how to plot. And
22 just every time we were on the bridge during his watch
23 he would just explain anything we needed, showed us all
24 the testing of the GMDSS and walked us through
25 steering.

1 He was just very approachable and willing to
2 train.

3 MS. BELL: Okay. And what about the second
4 mate?

5 LTJG [REDACTED] She was --

6 MS. BELL: This was Danielle Randolph.

7 LTJG [REDACTED] Danielle. I -- well, I think
8 her and I became really close so I spent a lot of time
9 with her on watch.

10 But she would always be willing -- I mean,
11 her and I talked about a lot of other stuff besides
12 shipboard life, but just her experiences at sea on the
13 different ships, and her career.

14 And then she also trained us on everything
15 on the equipment side, and how to stand a good
16 navigational watch, and all the important stuff that we
17 were onboard to learn.

18 MS. BELL: Okay. And how about the chief
19 mate?

20 LTJG [REDACTED] The chief mate took a little
21 bit to warm up to us. He was great once he started,
22 but he was definitely -- I think he was always busy
23 because he was in charge of cargo.

24 So, we had a portion of the cargo stuff that
25 we really needed to talk to him about, and he kept

1 saying like come back later, come back later.

2 But once he warmed up to us he was very
3 approachable and helped us out with all of the cargo
4 portions.

5 And I think he was better my second week.
6 Just, I did a mooring with him at the bow and he walked
7 me through everything, and all the steps. So he was
8 very welcoming.

9 MS. BELL: Okay. And Captain Davidson?

10 LTJG [REDACTED] Captain kind of -- he was
11 very smart, and he taught us a lot, but there were
12 sometimes where I felt like he didn't necessarily want
13 us onboard.

14 So he would definitely train us and kind of
15 teach us and share his stories. But then there was
16 other times where he felt as though we were interfering
17 like the morale of the crew, and that we were more --
18 not intimidating, but just because we were Coast Guard
19 that people weren't acting the same.

20 MS. BELL: Did he -- I'm sorry.

21 LTJG [REDACTED] So I felt like there was a
22 little bit of tension with him.

23 MS. BELL: Was that the entire time you were
24 there you had felt that?

25 LTJG [REDACTED] Yes.

1 MS. BELL: And did he actually say that to
2 you, that he thought you were interfering?

3 LTJG [REDACTED] He did. And he also wrote it
4 in the feedback forms that he provided.

5 MS. BELL: Was that -- I don't know if
6 you've spoken with anyone in -- your supervisor
7 regarding that, if that was unusual for a captain to
8 see you as an interference. Any conversation about
9 that?

10 LTJG [REDACTED] No. We did mention it in our
11 trip reports, or talk to our training officer upon
12 returning saying that we felt that if another group of
13 people were going to go out that it may be best not to
14 go with him as the captain.

15 But the rest of the crew, because they had
16 heard him say stuff to us periodically, they were like
17 we just want you to know we have no problems with you
18 being onboard.

19 So, we got from deck hands all the way up
20 everyone was very reassuring and said that us being
21 onboard had no influence on them. So I felt like there
22 may have been some disconnect between the captain and
23 the rest of the crew.

24 MS. BELL: Did he explain what he meant by
25 being -- affecting the morale of the crew?

1 LTJG [REDACTED] One of our questions on our
2 workbook was what does the crew do onboard for fun, or
3 something along those lines.

4 And I said oh, well it seems like most of
5 the crew is in their rooms after their watches. Do
6 you do anything onboard for morale?

7 And he's like usually we're all watching TV
8 and hanging out, but since you guys are onboard people
9 don't want to be as visible.

10 And I was later told that that was not
11 necessarily the case, that they, (a) they're tired and
12 (b) they're just kind of lounging and doing their own
13 thing. So it wasn't because of us, that that was how
14 the crew normally was.

15 MS. BELL: Yes. So, did the captain's
16 attitude make you feel a certain way? I mean, it
17 sounds like you got reassurance from the crew, but in
18 general how did that make you feel?

19 LTJG [REDACTED] The first week it didn't
20 really phase me because I think he was -- he would go
21 back and forth.

22 He would definitely take us into his office
23 and give us all his information about stuff, or he
24 would always be approachable for questions.

25 But then there was little jabs periodically

1 that you're like -- like he made us eat at a different
2 time because we were interfering with the crew's food
3 time.

4 So, I just -- it got more and more apparent
5 as the two weeks were ending that it just felt less
6 comfortable to be near him because I could never
7 understand whether he wanted us there or didn't want us
8 there.

9 MS. BELL: Okay.

10 LTJG [REDACTED] But then other times he would
11 be really helpful. And when we were transiting he
12 would pull us out on the bridge wing and tell us all
13 about the interaction with the pilots. So, he would
14 always train us, but you could feel that there was a
15 little source of not wanting us there.

16 MS. BELL: Yes. So, let's talk a little bit
17 about -- I just want you to kind of characterize for me
18 the working relationship between the captain and we'll
19 start with the third mate.

20 LTJG [REDACTED] I didn't see them that
21 interact that often, the third mate and him.

22 He -- the captain was very cordial with
23 everybody that was on the bridge at the time. So, if
24 the captain was on the bridge and the third mate was
25 there they would talk and socialize. But there wasn't

1 -- I didn't see a lot of camaraderie between the crew
2 and the captain.

3 MS. BELL: Okay. With any of the crew?

4 LTJG [REDACTED] He seemed obviously,
5 especially in the galley. Like he would sit with the
6 chief engineer -- first engineer. So, I felt as though
7 they all got along a lot. But -- I'm not sure.

8 I mean, he was cordial with them all. I
9 just didn't see them socializing a whole bunch.

10 MS. BELL: Okay. So what about with the
11 second mate, with Danielle?

12 LTJG [REDACTED] He was great with her. I
13 think that she expressed to me sometimes that he would
14 say stuff that she didn't necessarily -- not like in a
15 bad way, but I mean, just his views on shipboard life,
16 and I don't know.

17 There seemed to be a little bit of
18 contention between the captain and the crew in general.

19 MS. BELL: Okay. So, can you give me an
20 example of something that she might have mentioned?

21 LTJG [REDACTED] I think I mentioned in my
22 last interview about the work hours. One of my petty
23 officers asked about the different types of work hours
24 that you could have onboard a ship.

25 And he had said that the crew doesn't need

1 any more -- they get plenty of rest. And Danielle said
2 that he was very strict of having to work no matter --
3 even if there was nothing to do, that they had to be up
4 during their work hours.

5 And that there was no flexibility in that
6 regard. And he didn't really -- take into account that
7 it wasn't -- I don't know what I'm trying to -- I think
8 that he was very by the books and believed a certain
9 mentality. And there was not much flexibility, or he
10 didn't really sympathize with the people underneath
11 him.

12 MS. BELL: Can you think of any other
13 examples that she might have provided aside from that
14 one about just in general. You mentioned like a
15 contentious environment. Anything else in particular
16 that comes to mind?

17 LTJG [REDACTED] I think that during our two
18 weeks there was the transition between TOTE's new ship
19 and the transition of the El Faro going to Alaska.

20 So, there was a lot of contention amongst --
21 I think contention and then also just the unknown
22 between who was going to what ship, who wasn't going to
23 any ship.

24 And there was a lot of heated discussions.
25 Or some people knew they were going to the new ship but

1 wouldn't tell other people they were going to the new
2 ship.

3 And I think that Captain Davidson knew he
4 wasn't going to the new ship and it made for a little
5 bit of tension amongst everybody.

6 And Danielle knew she wasn't going to the
7 new ship, but she was okay with it. Like, she was
8 excited about going to Alaska.

9 But I don't think that everyone was
10 comfortable with the news that they had heard, or not
11 knowing yet. And that caused a lot of disgruntlement
12 throughout our two weeks. Like, we heard about it. It
13 was very noticeable and they talked to us about it all
14 the time.

15 MS. BELL: Do you know if it was something
16 that had just occurred, if he had found out recently
17 that he was not getting that position?

18 LTJG [REDACTED] I believe he did. It seemed
19 very new to us. I mean, people were still finding out.

20 I know a lot of the crew was still concerned
21 because they hadn't heard anything. So, I think that
22 all that was happening and I don't know for sure, but I
23 know it seemed very recent because it was such a big
24 topic of conversation.

25 MS. BELL: I want to jump back to you were

1 talking about Danielle and some of the things about him
2 not having empathy for the sleep schedule and things of
3 that nature. Or just getting any extra sleep or extra
4 rest.

5 LTJG [REDACTED] Right.

6 MS. BELL: Sometimes there's just that, you
7 know, the working relationship and the personal kind of
8 intermingle and cause some conflict.

9 And I'm just wondering about -- did she ever
10 mention anything about if she had an issue with
11 navigation, or anything like that that she might or
12 might not raise that with him because of this tension?

13 LTJG [REDACTED] No, there was never anything
14 said to me about not going to him because of something.

15 I think that their internal disputes were
16 more on a personal basis and not on a working
17 relationship basis. So, I felt very comfortable with
18 the fact that they would talk to him if they needed to,
19 or go to him if there was a problem in regards to
20 shipboard like operations-wise.

21 MS. BELL: Okay. So to clarify, you're
22 saying that, if I understand correctly, that the
23 personal issues wouldn't have likely -- or may not have
24 affected any decisions made regarding vessel safety or
25 navigation?

1 LTJG [REDACTED] Correct. And I wasn't
2 onboard during any major situations that came up that
3 needed to be addressed so I don't know -- I never
4 witnessed them having to go to him for something
5 specific.

6 But they seemed to talk to him just like
7 anybody would for a normal supervisor-subordinate role.

8 MS. BELL: Okay. Speaking of supervisors,
9 do you know or did you guys ever have any conversations
10 about -- with Danielle or any of the other crew members
11 about performance evaluations?

12 LTJG [REDACTED] I don't remember.

13 MS. BELL: Okay. And you mentioned that you
14 spent a good bit of time with the second mate Danielle
15 on watch. And I don't know if on a personal level if
16 you guys spent much time together outside of that, you
17 know, during your recreational time.

18 But did she ever talk to you about Captain
19 Davidson?

20 LTJG [REDACTED] She mentioned -- she's made
21 comments to me about him, but I don't remember enough
22 to feel comfortable putting it on record that she said
23 something that I don't know if I could quote. If that
24 makes sense.

25 I know that she's expressed some stuff about

1 him not being as respectful, or just not being, like,
2 nice. But I don't know if I could quote enough to be -
3 -

4 MS. BELL: You don't have to quote anything.
5 I'm just asking just in general if she ever -- if there
6 were certain things that might have bothered her about
7 him.

8 Or any of the -- I'm not specifically
9 pinpointing her, but just in general if anyone was
10 saying anything about him.

11 LTJG [REDACTED] I think one of the things
12 that I remember is that she did say he had kind of a
13 temper and would go off occasionally if he was upset.

14 MS. BELL: Okay. Did you ever see that?

15 LTJG [REDACTED] I did not.

16 MS. BELL: Did you hear about any specific
17 issues regarding that?

18 LTJG [REDACTED] No.

19 MS. BELL: Okay. And in general, not
20 specific to anyone, or just about safety or anything.
21 Were there any complaints, a general something that was
22 -- aside from the conflict about the LNG ships, was
23 there anything that stands out to you?

24 LTJG [REDACTED] The crew never mentioned
25 anything that I remember in regards to safety.

1 I know Alex was very safety-conscious so
2 when we did the inventory of the lifeboat we were all
3 harnessed up, and life jackets.

4 They never had any -- or they never
5 expressed any concerns that I remember in regards to a
6 safety issue.

7 MS. BELL: Okay. And for you, did you feel
8 safe?

9 LTJG [REDACTED] I felt completely safe.

10 MS. BELL: Okay. Thank you. I'm going to
11 pass it around the room.

12 (inaudible) *7:18:51

13 MS. BELL: Maybe. Yes, maybe we'll go
14 around and then come back to that.

15 MR. FAWCETT: Keith Fawcett with the Coast
16 Guard. [REDACTED] Ms. Bell asked you about the third mate
17 and the second mate. Can you talk to me about the
18 working relationship between the captain and the chief
19 mate?

20 LTJG [REDACTED] They seemed to have a good
21 relationship I think. They were the ones that I saw
22 spending the most time together onboard. They would
23 watch TV at night, and they would make jokes in the
24 galley together. So they seemed really close.

25 But I also think that there was a little bit

1 of contention personally because of the different
2 positions they were being given with the company.

3 But overall on a personal level it looked as
4 though they were the ones that got along the most and
5 spent a lot of time together.

6 MR. FAWCETT: And just to talk about the
7 contention again. At that time did you know that
8 Thompson was getting a position on the LNG ship?

9 LTJG [REDACTED] I don't remember. I feel
10 like some people wouldn't tell us because they didn't
11 want anybody to know so they kind of kept it private.

12 I don't remember if I knew for sure he was
13 going to be on the new ship. I knew Danielle wasn't
14 going to be on the new ship, and I knew that the chief
15 engineer was going to the new ship.

16 But I don't remember the details about the
17 other people. I think I -- I think I had an idea that
18 the chief mate was going, but I don't remember for sure
19 if I knew at that moment.

20 MR. FAWCETT: So, the contention was general
21 in nature.

22 Looking at your training that you -- and
23 checklist, PQS qualification that you were doing, did
24 it include -- and we might have asked you this before,
25 but I just want to touch base.

NEAL R. GROSS

COURT REPORTERS AND TRANSCRIBERS
1323 RHODE ISLAND AVE., N.W.
WASHINGTON, D.C. 20005-3701

1 When the ship was getting ready to leave
2 Jacksonville, or getting ready to leave San Juan, did
3 you witness like the pre-departure operations related
4 to finishing up cargo loading?

5 LTJG [REDACTED] I don't think we did. When
6 we were getting ready to leave we were mostly stationed
7 on the bridge. So, I don't remember the details of
8 like the last cargo -- cargo being finished.

9 I knew that the chief mate would get a list
10 of all the cargo that made it onboard, but I don't
11 think that we had much involvement in that portion.

12 MR. FAWCETT: Do you recall the chief mate
13 or communicating with the bridge any information that
14 you observed related to draft marks, taking of draft
15 readings?

16 LTJG [REDACTED] Yes.

17 MR. FAWCETT: And what do you recall?

18 LTJG [REDACTED] I vaguely remember the chief
19 mate talking about the different draft marks, and then
20 also Danielle would go around, or the cadet would go
21 around and take soundings prior to us leaving. But I
22 don't remember the specifics.

23 But I remember that being a topic that they
24 discussed prior to leaving.

25 MR. FAWCETT: Do you ever recall them

1 talking about where -- and I know you just mentioned
2 that, but did they ever talk about taking draft
3 readings on the port side of the ship? Which would be
4 the opposite side where the ship was docked or berthed.

5 LTJG [REDACTED] I don't remember.

6 MR. FAWCETT: Thank you.

7 MS. BELL: Just following up on the PQS. I
8 was just reading through it and I noticed that the
9 vessel's security plan was something you hadn't checked
10 off.

11 And you noted that you were not allowed to
12 view that. Can you explain why?

13 LTJG [REDACTED] The captain refused to let us
14 look at the security plan which I thought was abnormal
15 because for foreign ships we're not allowed to view
16 security plans. So I'm used to that because that's
17 what I usually do.

18 But for the U.S. ships we approve them. So,
19 in one of the sign-offs it says review security plan
20 and look through it and look what's in it.

21 And he basically explained to us what a
22 security plan was, but then refused to let us see it.
23 He's like it's locked up and you don't need to see it.
24 And so that's why I just took a note because I thought
25 it was strange that he wouldn't let us look at it. And

1 he was very adamant about it.

2 Danielle was in charge of security so she
3 showed me some of their security exercises. She's like
4 I know the captain said you can't see this stuff, but
5 she's like I don't see any reason.

6 So she showed me like her security rounds,
7 logbooks and things like that. But he still never
8 allowed us to look at the security plan.

9 MS. BELL: Did he give an explanation as to
10 why?

11 LTJG [REDACTED] He just said that it was
12 secret, or not -- I didn't need to see it.

13 MS. BELL: Okay.

14 LTJG [REDACTED] He didn't really give me a
15 good explanation.

16 MS. BELL: Okay. I know we're going to talk
17 a little bit about weather. If I recall there was not
18 much weather when you were on the ship?

19 LTJG [REDACTED] No, I had pretty much perfect
20 weather for the two weeks. So, seas were calm. There
21 was light wind. I think it rained maybe once. It
22 rained while we were in port in Puerto Rico, like
23 torrential downpour, but for the transit it was just
24 almost -- it was like super flat.

25 MS. BELL: But were you able to learn about

1 how to use the systems on the bridge? Is that
2 something you did?

3 LTJG [REDACTED] We did briefly look at how
4 they pulled up weather and showed tides and currents.
5 But we didn't pay too much attention to it because
6 there wasn't much to see.

7 And then we also read through the NavTex.
8 We kept getting a hurricane warning in the Pacific.
9 They kept popping up like hourly. So, I saw all their
10 weather documentation from GMDSS.

11 And then I saw their computer program. But
12 other than that I didn't really get too involved in it.

13 MS. BELL: Okay. I'm going to defer to Mike
14 about the weather.

15 MR. RICHARDS: Yes, no, thanks. Mike
16 Richards, NTSB.

17 I wasn't present at your first interview.
18 I'm sorry if some of this may be redundant.

19 LTJG [REDACTED] Okay.

20 MR. RICHARDS: But you were asked if you had
21 sailed under heavy weather. The answer was no.

22 I don't recall what was going on in the
23 tropics, but while were you sailing those two weeks
24 were there any tropical systems, tropical storms,
25 hurricanes in the -- let's say the eastern part of the

1 Atlantic or in the Gulf during that time?

2 LTJG [REDACTED] I don't believe there were.

3 MR. RICHARDS: Okay. I don't recall. So,
4 just to clarify, what services were onboard the El Faro
5 to receive weather on the bridge?

6 LTJG [REDACTED] There was NavTex and then
7 their computer software program, but I don't know the
8 name of it.

9 MR. RICHARDS: Does BonVoyage or BVS, does
10 that name ring a bell?

11 LTJG [REDACTED] BVS sounds familiar, but.

12 MR. RICHARDS: Okay. You had mentioned an
13 acronym G --

14 LTJG [REDACTED] GMDSS.

15 MR. RICHARDS: GMDSS. I'm sorry. What is
16 that?

17 LTJG [REDACTED] I --

18 MR. RICHARDS: Is there a relation to
19 weather information?

20 LTJG [REDACTED] Well, NavTex is part of
21 GMDSS. So it's a system of safety information. It
22 includes -- as my boss is sitting right next to me.

23 MR. RICHARDS: Oh, I'm sorry. Do you want
24 me to withdraw that question?

25 (Laughter)

1 LTJG [REDACTED] No, that's fine. But it
2 includes like Inmarsat-C, NavTex.

3 MR. RICHARDS: Okay.

4 LTJG [REDACTED] So, it's a compilation of
5 satellite systems onboard the ships. Sorry.

6 MR. RICHARDS: No, I'm not an expert so, you
7 know, my questions may not make the most sense.

8 But just so I get an understanding.
9 Inmarsat-C as best as you understand, Inmarsat-C and
10 NavTex are two different systems.

11 LTJG [REDACTED] Yes.

12 MR. RICHARDS: Can you receive weather
13 information via both of those systems?

14 LTJG [REDACTED] I believe so.

15 MR. RICHARDS: Okay. While you were onboard
16 did you witness any of the officers receiving or
17 reading and/or requesting weather information?

18 LTJG [REDACTED] We were getting the NavTex
19 pretty heavily with the -- and I believe it was a storm
20 out in the Pacific. But it had come in so frequently
21 that they just -- I mean, they had a binder that they
22 put it in. But every time it came up they'd scan it to
23 make sure it was the same system and not anywhere near
24 where we were, and then they'd file it away or clear it
25 on their computer system.

1 But I don't remember them calling to get
2 weather from anywhere besides what was on the computer
3 system.

4 MR. RICHARDS: When you say "they" were
5 there particular officers that were more focused on the
6 weather component of the operations than other
7 officers?

8 LTJG [REDACTED] The only ones that I remember
9 doing weather were the third and the second. But I
10 didn't stand much of a watch with the chief mate who
11 had the -- I stood most of my watches with the third
12 and the second.

13 MR. RICHARDS: Did you witness the captain
14 reviewing weather information onboard?

15 LTJG [REDACTED] I -- he would get like a noon
16 report that had weather on it and he would look at
17 that. But I don't recall him ever going up to the
18 computer and looking at weather.

19 MR. RICHARDS: And who gave the noon report?

20 LTJG [REDACTED] I believe it was Danielle
21 because she would have been coming onto watch. Or I
22 don't know, one of them because the watch would finish
23 right about that time.

24 MR. RICHARDS: And this was a verbal report
25 to the captain?

1 LTJG [REDACTED] It was a written report.

2 MR. RICHARDS: And a written report. Okay.

3 I think I just have one more question. Do you recall
4 any conversation amongst the officers about the weather
5 information that they received, positive, negative,
6 indifferent?

7 LTJG [REDACTED] I think it was indifferent.
8 I mean, they knew they had weather. I don't remember
9 them saying that it was good or bad. So, indifferent.

10 MR. RICHARDS: Thank you very much.

11 LTJG [REDACTED] You're welcome.

12 MR. FAWCETT: Keith Fawcett, Coast Guard.
13 Captain Davidson, were there any comments made by any
14 shipboard personnel about the amount of time he spent
15 on the bridge in relation to other masters?

16 LTJG [REDACTED] I don't recall. I know he
17 usually came up periodically on every watch and sat in
18 his chair, and had a snack, and talked to the crew for
19 a few minutes and then would go back to his room.

20 There were comments that he spent a lot of
21 time in his stateroom, or watching TV.

22 MR. FAWCETT: Did he -- who ran the safety
23 meetings when you were aboard?

24 LTJG [REDACTED] Oh, that -- we had one safety
25 meeting when I was onboard and it was run by the chief

NEAL R. GROSS

COURT REPORTERS AND TRANSCRIBERS
1323 RHODE ISLAND AVE., N.W.
WASHINGTON, D.C. 20005-3701

1 mate. And then we had the safety in-dock that was done
2 by the third.

3 MR. FAWCETT: And did you -- other than
4 yourselves as the Coast Guard people, and the cadets,
5 were there any other ship riders aboard during the time
6 you were aboard?

7 LTJG [REDACTED] No.

8 MR. FAWCETT: Did you, during your time
9 onboard did you witness any what I would call voyage
10 planning prior to departure where the captain either
11 met with all of the bridge officers, or single bridge
12 officers to discuss the upcoming voyage?

13 LTJG [REDACTED] I don't recall witnessing it.
14 I do -- I asked about voyage planning and they showed
15 me the documents that go into it. And I think I may
16 have written it down in my PQS.

17 They would have an all-hands prior to
18 departing where they discussed the voyage, but I don't
19 remember the specifics of that.

20 MR. FAWCETT: I know you don't remember the
21 specifics, but could you talk a little bit about what
22 the all-hands was? What you remember.

23 LTJG [REDACTED] I honestly don't remember. I
24 just remember that they had on the board that they had
25 an all-hands and then certain people would get woken up

1 for that if it was at a certain time. I don't remember
2 the details.

3 MR. FAWCETT: Okay. What I mean is where
4 was it? Like where on the ship did it occur?

5 LTJG [REDACTED] I believe it occurred on the
6 bridge.

7 MR. FAWCETT: And did you attend any of
8 those?

9 LTJG [REDACTED] I think I did, but I don't
10 remember. I don't think I attended all of them. There
11 were a couple of where we -- we weren't always
12 notified. We were in different rooms so we weren't
13 woken up. So if we left at a certain time I wouldn't
14 always know what time they were meeting.

15 I think I attended the first one. We got up
16 to the bridge prior, like, an hour or two prior to us
17 leaving. But I don't remember too much about it.

18 MR. FAWCETT: Okay. Other than the captain,
19 when you were on the bridge of the El Faro when she was
20 underway did you observe anyone sitting down?

21 LTJG [REDACTED] No.

22 MR. FAWCETT: Did you understand why the
23 captain sat down and other people didn't sit down?

24 LTJG [REDACTED] I just felt like he could sit
25 down because he was the captain. I know that they --

1 because even one of my guys sat down for a second and I
2 told him to get -- not in his chair, but like I told
3 him to get up because if you're on watch you should be
4 standing a diligent watch.

5 So, I just assumed that if you were on watch
6 you don't sit down. But the captain was just kind of
7 visiting.

8 MR. FAWCETT: Nobody told you that.

9 LTJG [REDACTED] No.

10 MR. FAWCETT: And just to clarify, I think
11 when we asked you before you said you were assigned to
12 the motor lifeboat. Or were you assigned to the
13 Fleming gear lifeboat? Starboard or port?

14 LTJG [REDACTED] I don't remember.

15 MR. FAWCETT: Okay. How would you have
16 known which boat?

17 LTJG [REDACTED] It was in my room. It said
18 on the back of the door which one I was assigned to.

19 MR. FAWCETT: And what did it say?

20 LTJG [REDACTED] I think it said number 1, but
21 I don't remember.

22 MR. FAWCETT: And when you were aboard at
23 the time it was clear to you, completely unambiguous
24 which boat you went to in an emergency?

25 LTJG [REDACTED] Yes. Except my second -- so,

NEAL R. GROSS

COURT REPORTERS AND TRANSCRIBERS
1323 RHODE ISLAND AVE., N.W.
WASHINGTON, D.C. 20005-3701

1 my room was very clear on the muster list and in my
2 room it said one specific lifeboat.

3 My petty officer in the other room, his room
4 said one thing and the muster list said a different
5 thing. But we talked to Alex about it and he fixed it
6 to make sure that the room said the correct one.

7 MR. FAWCETT: And how long did it take to
8 get fixed?

9 LTJG [REDACTED] I think we asked that day
10 because we were confused. Either that or it was during
11 the safety meeting -- or safety in-dock.

12 MR. FAWCETT: So it would have been --

13 LTJG [REDACTED] It would have been --

14 MR. FAWCETT: -- when you came aboard.

15 LTJG [REDACTED] Yes, or the very next day as
16 soon as we got underway.

17 MR. FAWCETT: That was very helpful. Thank
18 you.

19 LTJG [REDACTED] You're welcome.

20 MS. BELL: I have a question, a follow-up
21 question to Keith's question about the muster stations
22 and lifeboats.

23 If I recall correctly in our previous
24 interview you did say that you participated in a safety
25 drill where you actually went to the station.

NEAL R. GROSS

COURT REPORTERS AND TRANSCRIBERS
1323 RHODE ISLAND AVE., N.W.
WASHINGTON, D.C. 20005-3701

1 How many times did you do that while you
2 were aboard?

3 LTJG [REDACTED] Just once.

4 MS. BELL: And was that -- when was that
5 when you were onboard? So, how long had you been on?

6 LTJG [REDACTED] I think it was the second
7 week I was onboard. I have the date listed
8 specifically on one of the pages in my -- I have in the
9 PQS, it's not like a full log, but on top I think it
10 says diary log and I made little notes of when we did
11 things.

12 I believe it was the second week I was
13 onboard. The first week we just had a safety meeting.

14 MS. BELL: So, if you weren't in your room
15 to see what it said on the back of the door, or
16 wherever it was posted in your room, would you have
17 remembered anyway because -- was that something that
18 was discussed? What if you weren't in your room when
19 the drill happened? How would you know where to go?

20 LTJG [REDACTED] Prior to me looking at my
21 door? Like if I had just gotten onboard and didn't go
22 to my room?

23 MS. BELL: Or if you had forgotten. You
24 know, it was in your room but you were out and about
25 and it was your first and second day. Would you have

NEAL R. GROSS

COURT REPORTERS AND TRANSCRIBERS
1323 RHODE ISLAND AVE., N.W.
WASHINGTON, D.C. 20005-3701

1 remembered that?

2 LTJG [REDACTED] I don't know if I would have
3 remembered it. I believe there was something on the
4 bridge that documented which position went to which
5 lifeboat.

6 So, and I was -- I forget what it was
7 called, but I think it was just a ship rider because we
8 were staying in guest rooms.

9 And so if I recall that document up on the
10 bridge listed where we would go based on our position.

11 MS. BELL: Okay. So there were other places
12 that it was listed.

13 LTJG [REDACTED] Yes, ma'am.

14 MS. BELL: Okay. Thank you. I'm going to
15 go back to -- we talked briefly about the sleep
16 opportunity.

17 And you briefly described before in our
18 previous interview the hours that you worked and that
19 Danielle worked.

20 I'm specifically talking about her because
21 that's what I remember about that conversation, that
22 she shared with you a concern about not getting enough
23 sleep.

24 Can you describe the hours that she was
25 working, if you remember?

1 LTJG [REDACTED] She did the -- the 12 to 4's.
2 So she would be on bridge watch at 12, get off at 4.
3 Then she would be back on watch at midnight to 4.

4 MS. BELL: Okay.

5 LTJG [REDACTED] So, she would usually get off
6 a watch. Then she would have to get -- I'm trying to
7 think of the dinner schedule. But she would grab her
8 dinner to go, quickly go to bed or try to go to bed
9 until midnight, then eat her dinner before watch. Then
10 go on watch from 12 to 4. And then she would be up at
11 like 8 to do her day working section.

12 MS. BELL: Okay. So 12 a.m. to 4 a.m. And
13 then she was off for four hours?

14 LTJG [REDACTED] Yes. She would sleep from
15 like 4 to 8 and then have to be up from 8 to do her not
16 watch hours, but day working hours.

17 MS. BELL: Until what time?

18 LTJG [REDACTED] Until her watch started again
19 at noon.

20 MS. BELL: Okay. So, she had four hours
21 there to sleep. And then noon to 4. And then she had
22 4 to midnight. Is that correct?

23 LTJG [REDACTED] Correct. So, she would be on
24 -- yes, she would get on watch at 12 in the afternoon,
25 stand watch until 4. Then she'd usually like work out,

1 and then get dinner to go, and sleep from like 5 to
2 midnight.

3 And then at midnight stand watch, get off
4 the watch at 4, go to bed until 8.

5 MS. BELL: Thank you for describing that.

6 LTJG [REDACTED] Because I even asked, like,
7 we were talking about hanging out once I got off the
8 ship. And I was like can't we meet for dinner? And
9 she's like if I met for dinner then I can't sleep. So,
10 like she only had that dinnertime window to get enough
11 sleep.

12 MS. BELL: Okay. And did you ever hear
13 anyone else have any concerns about getting enough
14 sleep?

15 LTJG [REDACTED] No. I think she's the only
16 one that expressed those concerns.

17 And I didn't talk -- I spent a lot of time
18 with the engine room people, but it was more engine
19 room-specific, or ship-specific. Less personal stuff.

20 So, I think because her and I were the only
21 ones that really discussed that.

22 MS. BELL: Okay. Thank you.

23 LTJG [REDACTED] You're welcome.

24 MS. BELL: I'm going to go back around.

25 MR. RICHARDS: I do have one follow-up

1 question. Back to the weather.

2 So, you identified Inmarsat-C, NavTex, and
3 another program which -- maybe "program" wasn't your
4 word, but what was the additional way that the officers
5 could receive weather information?

6 LTJG [REDACTED] It was from the computer
7 system. So, they would pull up tides and currents and
8 then -- it was -- I remember it being a map that they
9 pulled up, a computer software program on the computer
10 that would pull up a map. And it would input different
11 weather. You could check different boxes and it would
12 show a different weather on that computer screen.

13 MR. RICHARDS: Was this a laptop computer?

14 LTJG [REDACTED] No, it was a -- oh, was it?
15 Yes, I guess it was. There was one computer on the
16 bridge that was -- here's the chart table and it was in
17 the corner. So, there's one means of -- and it had
18 email. People would do their payroll on it. And then
19 they had weather. But it was like the one computer
20 accessible at the bridge.

21 MR. RICHARDS: Okay. So, this program was
22 on this laptop computer on the bridge.

23 LTJG [REDACTED] Yes.

24 MR. RICHARDS: Did you see any other
25 instances of this weather program on any other

1 computers on the ship?

2 LTJG [REDACTED] No, that was the only
3 computer that I -- that I got on. I know the captain
4 had a computer and he showed us different spreadsheets
5 on it, but that was in regards to cargo and other
6 things.

7 But I never looked at anyone else's
8 computer.

9 MR. RICHARDS: While at sea did you have
10 internet access?

11 LTJG [REDACTED] Only on the bridge computer.
12 I think the bridge and the captain. And maybe the
13 officers had internet, but there wasn't internet
14 available like to the general population. I think the
15 bridge computer may have been, the bridge and the
16 captain's were the only ones from my understanding.

17 MR. RICHARDS: Okay. But you're not -- I'm
18 looking at your face. You're not -- are you sure?

19 LTJG [REDACTED] Well, I mean, I didn't have
20 access to any Wi-Fi or internet while we were underway.
21 I know that the bridge did because they would -- yes, I
22 know the bridge did and I know the captain did, but I
23 don't know if anybody else had computer, like, public.

24 MR. RICHARDS: Okay. I understand what
25 you're saying. Last question.

NEAL R. GROSS

COURT REPORTERS AND TRANSCRIBERS
1323 RHODE ISLAND AVE., N.W.
WASHINGTON, D.C. 20005-3701

1 The bridge computer that you're referencing
2 with regards to internet availability. Was this the
3 same laptop computer that had the weather program
4 installed on it?

5 LTJG [REDACTED] Yes.

6 MR. RICHARDS: Okay. Thank you.

7 LCDR [REDACTED] [REDACTED] [REDACTED] with the Coast
8 Guard. Just to clarify the internet.

9 What did you actually observe? I mean,
10 obviously they get the weather information, the email.
11 Did you observe any capability to surf the web or
12 anything like that? Or was it some limited types of
13 information that you actually observed?

14 LTJG [REDACTED] I don't recall. I know we
15 weren't searching the internet for anything. There was
16 even times we were joking because we would ask
17 questions and be like oh, too bad we can't Google it.

18 So, I think that it was very limited to what
19 it was authorized. Like, I remember there was
20 definitely email and then the weather program.

21 I think they also got chart corrections and
22 stuff via another computer program on that computer.

23 But I don't think it was just a standard
24 computer access. I believe it was just work
25 designated.

1 LCDR [REDACTED] So, did you ever see any
2 capability to go to NOAA's National Weather Service, or
3 any other weather information, internet-based, outside
4 of those programs or email?

5 LTJG [REDACTED] I don't recall.

6 LCDR [REDACTED] Okay, thanks.

7 MR. FAWCETT: Keith Fawcett with the Coast
8 Guard. Since the El Faro accident have you been --
9 received any or been in any communications with the
10 families of the El Faro?

11 LTJG [REDACTED] I met Danielle's mom at the
12 family meeting that was held right after the situation
13 happened. I just introduced myself and I haven't
14 talked to her since.

15 MR. FAWCETT: Anyone else?

16 LTJG [REDACTED] No. I saw the third mate the
17 other day on the new ship and just said hi and checked
18 in to see how he was doing. But I haven't spoken to
19 anybody else.

20 MR. FAWCETT: Thank you.

21 MS. BELL: One more question to follow up
22 what you just said. You were on the new ship?

23 LTJG [REDACTED] I went to the new ship for
24 like a kind of some learning. We've been going --
25 well, most of the people have been going onboard, but

1 we went onboard and our training officer just gave us a
2 rundown of the LNG, and how it all worked, and just
3 showed us. It was kind of like a little field trip.

4 MS. BELL: Okay. Just curious.

5 LTJG [REDACTED] I didn't get underway with
6 them.

7 MS. BELL: Any other questions?

8 MR. RICHARDS: Just, I'm still thinking
9 about that topic. Let me ask one more question just
10 for clarification on the question of internet.

11 LTJG [REDACTED] Okay.

12 MR. RICHARDS: Okay? Except for your
13 understanding that they had access to email, and that
14 there was a computer weather program that was installed
15 on the laptop, was there anything else that you saw or
16 did that made you think that there was, for lack of a
17 better term, live internet available on that computer
18 or on that bridge while at sea?

19 LTJG [REDACTED] Anything specific on the
20 computer that they did that would be internet-capable.
21 Is that what you're saying?

22 MR. RICHARDS: Anything that you witnessed
23 or experienced that would lead you to believe that
24 there was live internet access available via that
25 laptop on the bridge.

1 LTJG [REDACTED] No.

2 MR. RICHARDS: Okay. Thank you.

3 MS. BELL: Okay, I don't think we have
4 anymore questions.

5 LTJG [REDACTED] Okay.

6 MS. BELL: Thank you very much for your time
7 and that concludes the interview. It's 1:18.

8 (Whereupon, the above-entitled matter went
9 off the record at 1:18 p.m.)

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

C E R T I F I C A T E

MATTER: El Faro Incident
October 1, 2015
NTSB Accident No. DCA16MM001
Interview of [REDACTED] [REDACTED]

DATE: 12-04-15

I hereby certify that the attached transcription of page 1 to 49 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.


[REDACTED]

NEAL R. GROSS

COURT REPORTERS AND TRANSCRIBERS

1323 RHODE ISLAND AVE., N.W.

WASHINGTON, D.C. 20005-3701

(202) 234-4433

www.nealrgross.com



Office of Marine Safety
Transcript Errata

Matter: EL FARO Investigation/Interview
Ref Nbr: DCA16MM001

Dear [REDACTED]:

Enclosed with this letter is a copy of the two transcripts of interviews for [REDACTED] taken on **Oct 15 and Dec 04, 2015**. Kindly review these transcripts for accuracy and provide corrections, if any, in the attached table.

Thank you in advance for your attention to this matter.

12/21/15

Date

Carrie Bell

Major Marine Accident Investigator

TAKEN ON
OCT 15, 2015

[illegible]

TAKEN ON
DEC 04, 2015

[illegible]

If, to the best of your knowledge, no corrections are needed kindly circle the statement "no corrections needed" and initial in the space provided.

NO CORRECTIONS NEED.

Initials

Printed Name of Person providing the above information

Signature of Person providing the above information

11/7/16

Date